



Vol. 17, issue 21 (21 May 2017)

This digest contains all accidents, incidents and hijackings added to the Aviation Safety Network database as well as (significant) updates on existing occurrences. The complete safety database can be found here: <http://aviation-safety.net/database/>

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★ This record has been added

Status: Preliminary
Date: 17 MAY 2017
Type: [Learjet 25B](#)
Operator: [Aerotransportes Huitzilin](#)
Registration: XA-VMC
C/n / msn: 25-114
First flight: 1973
Crew: Fatalities: 2 / Occupants: 2
Passengers: Fatalities: 0 / Occupants: 0
Total: Fatalities: 2 / Occupants: 2
Airplane
damage: Destroyed
Airplane fate: Written off (damaged beyond repair)
Location: Toluca-Licenciado Adolfo López Mateos
International Airport (TLC) ([Mexico](#))
Phase: Initial climb
Nature: Unknown
Departure
airport: [Toluca-Licenciado Adolfo López Mateos
International Airport \(TLC/MMTO\)](#)
Destination
airport: [Durango-Guadalupe Victoria Airport
\(DGO/MMDO\)](#)
Flightnumber:
Narrative:

The aircraft impacted the terrain shortly after takeoff from runway 15 at Toluca International Airport in Mexico. The airplane was partially consumed by the post-impact fire and the two pilots onboard received fatal injuries.
The aircraft came down about 200 m from the runway end.

» [Enfoque Noticias](#)
» [hoyestado.com](#)

★ This record has been added

Status: Preliminary
Date: 15 MAY 2017
Type: [Learjet 35A](#)
Operator: [A&C Big Sky Aviation LLC](#)
Registration: N452DA
C/n / msn: 35A-452
First flight: 1981
Crew: Fatalities: 2 / Occupants: 2
Passengers: Fatalities: 0 / Occupants: 0
Total: Fatalities: 2 / Occupants: 2
Airplane
damage: Destroyed
Airplane fate: Written off (damaged beyond repair)
Location: 1 km S of Teterboro Airport, NJ (TEB) ([USA](#))
Phase: Approach
Nature: Ferry/positioning
Departure
airport: [Philadelphia International Airport, PA](#)
([PHL/KPHL](#))
Destination
airport: [Teterboro Airport, NJ \(TEB/KTEB\)](#)
Flightnumber:

Narrative:

A Learjet 35A corporate jet crashed and burst into flames while on approach runway 01 to Teterboro Airport, New Jersey, USA.

The airplane impacted the ground in an industrial area between Kero Road and Commerce Road in Carlstadt, New Jersey, 1000 m short of runway 01. A fire erupted and consumed the aircraft. Both crew members have died in the accident.

The NTSB reported that the aircraft was seen to come down in a right wing low and nose down attitude.

- » [Flightaware](#)
- » [NBC](#)
- » [FAA](#)
- » [NorthJersey.com](#)

★ This record has been added

Status: Preliminary
Date: 15 MAY 2017
Type: [Beechcraft LR-2 \(B300 Super King Air 350\)](#)
Operator: [Japan Ground Self-Defense Force](#)
Registration: 23-057
C/n / msn: FL-677
First flight: 2009
Crew: Fatalities: 4 / Occupants: 4
Passengers: Fatalities: 0 / Occupants: 0
Total: Fatalities: 4 / Occupants: 4
Airplane
damage: Destroyed
Airplane fate: Written off (damaged beyond repair)
Location: Assabu, Hokkaido Island ([Japan](#))
Phase: En route
Nature: Military
Departure
airport: [Sapporo-Okadama Airport \(OKD/RJCO\)](#)
Destination
airport: [Hakodate Airport \(HKD/RJCH\)](#)
Flightnumber:
Narrative:

An LR-2 reconnaissance aircraft of Northern Army Aviation Group, Japan Ground Self-Defense Force, carrying four persons, was en route to pick up a patient and is feared to have crashed. The accident airplane lost radar contact at 18 NM west of Hakodate Airport at 3000 feet.

The wreckage and four bodies were found in a forest the next day. Elevation of the accident site is 300 to 400 meters (1000-1300 ft), though the last ATC instruction was 'maintain 3500 feet'. The FDR of the accident plane had removed due to electrical malfunction, however, the CVR was operating at the time of the accident.

The LR-2 was called for an ambulance mission because the ambulance helicopters of local government could not fly due to bad weather at Hakodate. The LR-2 is a military variant of Super King Air 350.

- » [Asahi.com](#)
- » [NHK](#)
- » [Japan Ministry of Defense](#)
- » [Ijii.com](#)

 This record has been added

Status: Preliminary - official
Date: 24 MAR 2017
Type: [Cessna 550 Citation II](#)
Operator: [Boulder Capital Inc.](#)
Registration: N551BC
C/n / msn: 550-0242
First flight: 1979
Crew: Fatalities: 0 / Occupants: 1
Passengers: Fatalities: 0 / Occupants: 6
Total: Fatalities: 0 / Occupants: 7
Airplane damage: Substantial
Airplane fate:
Location: near Salt Lake City International Airport, UT (SLC) ([USA](#))
Phase: Approach
Nature: Private
Departure airport: [San Diego-Gillespie Field, CA \(SEE/KSEE\)](#)
Destination airport: [Salt Lake City International Airport, UT \(SLC/KSLC\)](#)
Flightnumber:
Narrative:

The pilot reported that during approach a goose struck the airplane's left horizontal stabilizer. The airplane continued the approach and landed without further incident. A post-accident examination revealed the airplane had sustained substantial damage to the left horizontal stabilizer.

» [NTSB](#)

★ This record has been updated ; updated fields are marked:

Status: Preliminary - official
Date: 07 JAN 2017
Type: [Canadair CL-600-2B16 Challenger 604](#)
Operator: [MHS Aviation](#)
Registration: D-AMSC
C/n / msn: 5464
First flight: 2000
Crew: Fatalities: 0 / Occupants: 3
Passengers: Fatalities: 0 / Occupants: 6
Total: Fatalities: 0 / Occupants: 9
Airplane damage: Substantial
Airplane fate:
Location: SSE off Muscat, Oman ([Indian Ocean](#))
Phase: En route
Nature: Executive
Departure airport: [Male International Airport \(MLE/VRMM\)](#)
Destination airport: [Abu Dhabi-Bateen Airport \(AZI/OMAD\)](#)
Flightnumber: MHV604

Narrative:

At 11:52 hours (06:52 UTC) the Challenger 604 jet took off from runway 36 at Malé, Maldivé Islands, for a flight to Al-Bateen, United Arab Emirates. Three crew members and six passengers were on board the airplane.

At 07:20 UTC the airplane reached cruise level FL340. After entering Indian airspace (Mumbai FIR) the aircraft was cleared to fly to reporting point KITAL via route L894. At approximately 08:18 UTC the co-pilot radioed reaching reporting point GOLEM.

At 06:55 UTC an Airbus A380-861 (A6-EUL) had taken off at Dubai Airport, United Arab Emirates, for flight EK412 to Sydney, Australia. The aircraft flew at FL350 with a southern heading.

At 08:38:07 UTC the A380 had passed the Challenger overhead with a vertical distance of 1,000 ft.

At 08:38:54 UTC the Challenger, with engaged autopilot, began to slightly roll right. At the same time a counter-rotating aileron deflection was recorded and fluctuation of the vertical acceleration began.

In the subsequent approximately 10 seconds the airplane had a right bank angle of 4° to 6°. At 08:39:03 UTC the right bank angle began to increase. Within one second the bank angle increased to 42° to the right. At the same time the aileron deflection to the left increased to 20° and the vertical acceleration to 1.6 g. In the following second vertical acceleration changed to -3.2 g.

At 08:39:04 UTC a lateral acceleration of 0.45 g to the right was recorded. The pitch angle changed from about 3° to about 1°, then within one second increased to 9° and decreased again in the following second to -20°. At the same time the FDR recorded a rudder deflection to the left reaching 11.2° after about two seconds whereas the bank angle changed from 42° right to 31° left.

ASN Database Updates

Between 08:39:05 UTC and 08:39:10 UTC Indicated Airspeed (in knots) changed from approximately 277 KIAS to 248 KIAS. The N1 of the left engine of 95% began to decrease. The lateral acceleration then reached 0.94 g left, the autopilot disengaged, and a master warning, lasting seven seconds, was recorded.

Both pilots had actuated the aileron to the right in order to stop the rolling motion. But the airplane had continued to roll to the left thereby completing several rotations. Subsequently both Inertial Reference Systems (IRS), the Flight Management System (FMS), and the attitude indication failed.

Between 08:39:09 UTC and 08:39:41 UTC the FDR recorded a loss of altitude of approximately 8,700 ft. Large control surface deflections and acceleration were recorded. The speed increased and at 08:39:31 UTC reached approximately 330 KIAS. At 08:39:30 UTC the spoilers extended and 13 seconds later were retracted again. The N1 of the left engine had decreased to approximately 40% when the Interstage Turbine Temperature (ITT) began to increase and nine seconds later had reached 850°. The left engine was shut off.

At about 08:56 UTC the Pilot in Command (PIC) informed the air traffic controller in Mumbai of the occurrence, declared emergency, and reported their position, altitude and their intention to fly via KITAL to Oman.

At about 09:15 UTC the crew restarted the left engine. Subsequently the airplane climbed to FL250. At about 09:56 UTC the autopilot was re-engaged.

At 11:05 UTC the Challenger landed at Muscat Airport.

The A380 continued the flight to Sydney and landed there at 19:58 UTC.

The aircraft manufacturer determined that the Challenger's airframe structure could not be restored to an airworthy state as it exceeded the airframe certification design load limits during the upset encounter.

- » [Oman Observer](#)
- » [atheer.com](#)
- » [PPRuNe](#)

★ This record has been added

Status: Preliminary - official
Date: 12 DEC 2016
Type: [Beechcraft A100 King Air](#)
Operator: [Grondair Aviation](#)
Registration: C-FONY
C/n / msn: B-154
First flight: 1973
Crew: Fatalities: 0 / Occupants:
Passengers: Fatalities: 0 / Occupants:
Total: Fatalities: 0 / Occupants: 2
Airplane
damage: Substantial
Airplane fate: Written off (damaged beyond repair)
Location: Saint-Frédéric Airport, QC ([Canada](#))
Phase: Takeoff
Nature: Unknown
Departure
airport: [Saint-Frédéric Airport, QC](#)
Destination
airport: [Québec City Jean Lesage International
Airport, QC \(YQB/CYQB\)](#)
Flightnumber:
Narrative:

A Grondair Beech A100 (C-FONY) was on an IFR flight from Saint-Frédéric Airport to Québec City Jean Lesage International Airport in Canada. During the initial take-off run on runway 05, a loss of directional control occurred. The pilot tried unsuccessfully to bring the aircraft back to the centre of the runway. The aircraft exited on the left side of the runway at about 1000 ft from the threshold into the snow. The two pilots were not injured and the aircraft was substantially damaged.

» TSB A16Q0165

★ This record has been added

Status: Preliminary - official
Date: 05 DEC 2016
Type: [Cessna 550 Citation II](#)
Operator: [DC Aviation, LLC](#)
Registration: N75WL
C/n / msn: 550-0175
First flight: 1980
Crew: Fatalities: 0 / Occupants: 1
Passengers: Fatalities: 0 / Occupants: 0
Total: Fatalities: 0 / Occupants: 1
Airplane damage: Substantial
Airplane fate: Written off (damaged beyond repair)
Location: near Port Aransas-Mustang Beach Airport, TX
([USA](#))
Phase: En route
Nature: Ferry/positioning
Departure airport: [Port Aransas-Mustang Beach Airport, TX \(KRAS\)](#)
Destination airport: [Fort Worth-Meacham Field, TX \(FTW/KFTW\)](#)
Flightnumber:
Narrative:

A Cessna 550 airplane, N75WL, experienced an uncontained failure of the right engine after striking a duck during climb-out from the Port Aransas-Mustang Beach Airport in Texas. The airplane diverted to the Corpus Christi International Airport, Texas, where an uneventful landing was made. The pilot was not injured. The right engine fan was missing and there was damage to the right side of the fuselage and the right wing forward of the engine. The aircraft was registered to and operated by DC Aviation, LLC under the provisions of 14 Code of Federal Regulations Part 91. Instrument meteorological conditions prevailed for the flight, which operated on a/an instrument flight rules flight plan. The flight was originating from RAS and the Fort Worth Meacham International Airport(FTW), Fort Worth, Texas was the intended destination.

» [NTSB](#)

★ This record has been added

Status: Preliminary
Date: 25 AUG 2016
Type: [Learjet 55](#)
Operator: [RCR7 LLC](#)
Registration: N666TK
C/n / msn: 55-038
First flight: 1982
Crew: Fatalities: 0 / Occupants: 2
Passengers: Fatalities: 0 / Occupants: 7
Total: Fatalities: 0 / Occupants: 9
Airplane damage: Substantial
Airplane fate:
Location: North Eleuthera International Airport (ELH) ([Bahamas](#))
Phase: Takeoff
Nature: Unknown
Departure airport: [North Eleuthera International Airport \(ELH/MYEH\)](#)
Destination airport: Unknown
Flightnumber:
Narrative:

A Learjet 55, N666TK, was substantially damaged during a runway excursion following an aborted takeoff at North Eleuthera Airport, Bahamas. The two pilots and seven passengers were not injured. Among the passengers was Colombian singer J Balvin. The aircraft came to rest in bushes.

» [NTSB](#)

★ This record has been updated ; updated fields are marked:

Status: Preliminary - official
Date: 03 JUN 2016
Type: [Cessna 208B Grand Caravan](#)
Operator: [Lady Lori \(Kenya\) Ltd](#)
Registration: 5Y-JLL
C/n / msn: 208B-2158
First flight: 2009
Crew: Fatalities: 0 / Occupants: 1
Passengers: Fatalities: 0 / Occupants: 4
Total: Fatalities: 0 / Occupants: 5
Airplane damage: Substantial
Airplane fate:
Location: Akobo Airport ([South Sudan](#))
Phase: Takeoff
Nature: Domestic Non Scheduled Passenger
Departure airport: [Akobo Airport \(HSAK\)](#)
Destination airport: [Juba Airport \(JUB/HSSJ\)](#)
Flightnumber:

Narrative:

During takeoff from Akobo Airstrip at approximately 10 a.m. Local Time, the pilot executed a premature takeoff due to animal incursion on the runway. The airplane's right main landing gear clipped the airstrip perimeter fence and the aircraft crash-landed onto grass-thatched houses and trees near the end of the runway.

Damage was substantial with no reported injuries. The runway was reported to have been wet at the time of occurrence.

- » [Sudan Tribune](#)
- » Kenya AAID Preliminary report

★ This record has been added

Status: Preliminary - official
Date: 21 JAN 2016
Type: [Cessna 560XL Citation Excel](#)
Operator: [Airsprint](#)
Registration: C-GCXL
C/n / msn: 560-5096
First flight:
Crew: Fatalities: 0 / Occupants: 2
Passengers: Fatalities: 0 / Occupants: 0
Total: Fatalities: 0 / Occupants: 2
Airplane
damage: Substantial
Airplane fate: Repaired
Location: Toronto-Pearson International Airport, ON
(YYZ) ([Canada](#))
Phase: Landing
Nature: Unknown
Departure
airport: [Montreal-Pierre Elliott Trudeau International
Airport, QC \(YUL/CYUL\)](#)
Destination
airport: [Toronto-Pearson International Airport, ON
\(YYZ/CYYZ\)](#)
Flightnumber: ASP596

Narrative:

The Cessna 560XL aircraft operating as flight ASP596 had a right main landing gear tire blow shortly after touchdown on runway 05. The crew maintained directional control of the aircraft and brought it to a safe stop on the runway. The runway was closed until maintenance personnel replaced the wheel assembly.

The aircraft sustained damage to strobe light, gear door, gear door strut, hydraulic lines, flap actuator, top skin of wing trailing edge, wing lower skin, and main wheel.

» CADORS

ASN Database Updates

★ This record has been updated ; updated fields are marked:

Status: Final
 Date: 29 MAR 2015
 Type: [Airbus A320-211](#)
 Operator: [Air Canada](#)
 Registration: C-FTJP
 C/n / msn: 233
 First flight: 1991
 Crew: Fatalities: 0 / Occupants: 5
 Passengers: Fatalities: 0 / Occupants: 133
 Total: Fatalities: 0 / Occupants: 138
 Airplane damage: Substantial
 Airplane fate: Written off (damaged beyond repair)
 Location: Halifax-Stanfield International Airport, NS (YHZ) ([Canada](#))
 Phase: Landing
 Nature: Domestic Scheduled Passenger
 Departure airport: [Toronto-Pearson International Airport, ON \(YYZ/CYYZ\)](#)
 Destination airport: [Halifax International Airport, NS \(YHZ/CYHZ\)](#)
 Flightnumber: AC624

Narrative:

An Airbus A320, registration C-FTJP operating as Air Canada Flight AC624 from Toronto Pearson International suffered a landing accident at Halifax Stanfield International Airport (CYHZ), Nova Scotia. The airplane sustained substantial damage. 23 occupants were injured.

Flight AC624 departed from Toronto at 21:05 hours local time (01:05 UTC). At 23:40 hours local time (02:40 UTC) the aircraft entered a holding pattern to the west of Halifax. Visibility was limited due to snowfall.

The aircraft was then cleared for a Localizer (LOC-Z) approach to runway 05 at Halifax Airport. During final approach the aircraft severed powerlines located 250 m from the beginning of the paved surface of runway 05. The aircraft then impacted a localizer antenna array, located 70 m further on, and became airborne again. The Airbus slid onto the runway and came to rest near taxiway B.

The nose cone was ripped off in the accident sequence and pieces of the antenna array were embedded in the nose of plane. Part of the undercarriage were sheared off and both engines separated. There was extensive damage to both wing leading edges and horizontal stabilizers and lower fuselage.

The last flight landing at Halifax before the accident was AC118, an Embraer 190 from Ottawa, at 21:50 hours local time. Two other incoming flights diverted and two were cancelled.

Probable Cause:

Findings as to causes and contributing factors:

ASN Database Updates

1. Air Canada's standard operating procedure (SOP) and practice when flying in flight path angle guidance mode was that, once the aircraft was past the final approach fix, the flight crews were not required to monitor the aircraft's altitude and distance from the threshold or to make any adjustments to the flight path angle. This practice was not in accordance with the flight crew operating manuals of Air Canada or Airbus.
2. As per Air Canada's practice, once the flight path angle was selected and the aircraft began to descend, the flight crew did not monitor the altitude and distance from the threshold, nor did they make any adjustments to the flight path angle.
3. The flight crew did not notice that the aircraft had drifted below and diverged from the planned vertical descent angle flight profile, nor were they aware that the aircraft had crossed the minimum descent altitude further back from the threshold.
4. Considering the challenging conditions to acquire and maintain the visual cues, it is likely the flight crew delayed disconnecting the autopilot until beyond the minimum descent altitude because of their reliance on the autopilot system.
5. The approach and runway lights were not changed from setting 4 to setting 5; therefore, these lights were not at their maximum brightness setting during the approach.
6. The system to control the airfield lighting's preset selections for brightness setting 4 was not in accordance with the NAV CANADA Air Traffic Control Manual of Operations requirement for the omnidirectional approach lighting system to be at its brightest settings.
7. The limited number of visual cues and the short time that they were available to the flight crew, combined with potential visual illusions and the reduced brightness of the approach and runway lights, diminished the flight crew's ability to detect that the aircraft's approach path was taking it short of the runway.
8. The flight crew's recognition that the aircraft was too low during the approach would have been delayed because of plan continuation bias.
9. The aircraft struck terrain approximately 740 feet short of the runway threshold, bounced twice, and then slid along the runway before coming to a rest approximately 1900 feet beyond the runway threshold.
10. At some time during the impact sequence, the captain's head struck the glare shield because there were insufficient acceleration forces to lock the shoulder harness and prevent movement of his upper body.
11. The first officer sustained a head injury and serious injury to the right eye as a result of striking the glare shield because the automatic locking feature of the right-side shoulder-harness inertia reel was unserviceable.
12. A flight attendant was injured by a coffee brewer that came free of its mounting base because its locking system was not correctly engaged.
13. Because no emergency was expected, the passengers and cabin crew were not in a brace position at the time of the initial impact.
14. Most of the injuries sustained by the passengers were consistent with not adopting a brace position.

- » [CBC](#)
- » [TSB](#)
- » [Flightaware](#)

★ This record has been updated ; updated fields are marked:

Status: Preliminary - official
Date: 10 MAR 2003
Type: [Aero Modifications AMI DC-3-65TP](#)
Operator: [International Red Cross](#)
Registration: ZS-MFY
C/n / msn: 12073
First flight: 1943
Crew: Fatalities: 0 / Occupants: 3
Passengers: Fatalities: 0 / Occupants: 18
Total: Fatalities: 0 / Occupants: 21
Airplane damage: Substantial
Airplane fate: Repaired
Location: Rumbek Airport (RBX) ([South Sudan](#))
Phase: Landing
Nature: Non Scheduled Passenger
Departure airport: [Marial Bal Airstrip](#)
Destination airport: [Rumbek Airport \(RBX/HSMK\)](#)
Flightnumber:

Narrative:

The pilot-in-command, accompanied by the co-pilot, aircraft loader and 18 passengers, departed on a World Food Programme (WFP) flight from Marial Bai Aerodrome in Southern Sudan to Rumbek Aerodrome in Sudan at approximately 09:30Z. The intention was then to fly from Rumbek Aerodrome to Lokichoggio in Kenya. During the VFR flight to Rumbek Aerodrome, the crew experienced a north-easterly wind with extremely turbulent conditions.

Prior to landing at Rumbek Aerodrome, the crew calculated the approach and landing indicated air speeds (IAS) to be 85 kts and 75 kts respectively. The crew then joined the circuit accordingly for landing on runway 01. Approximately 4 nm away from landing, the co-pilot warned the pilot-in-command of a whirlwind in the area, close to the threshold of runway 01.

The whirlwind appeared to have dissipated and the pilot-in-command continued with the landing with full flaps. At approximately 100 ft above ground level and 100 m before the threshold of runway 01, the IAS suddenly decreased to 70 kts. The pilot-in-command said that he immediately selected full power in order to arrest the rate of descent as wind shear in Southern Sudan and especially at Rumbek at this time of the year was a common factor. The aircraft nevertheless continued to descend and the left-hand propeller and left-hand main landing gear collided with a tree approximately 20 m before the threshold of runway 01. The tree was approximately 6 ft high and on an embankment. The aircraft then struck a drainage ditch before the threshold, causing the left-hand main landing gear to collapse. The aeroplane bounced and landed on the runway. The co-pilot immediately retracted the flaps and the aircraft continued down the runway on the right-hand main landing gear, but as its speed decayed, the left-hand propeller impacted with the runway surface. The aircraft veered to the left off the runway and entered a drainage ditch parallel to the runway. Both

left and right-hand main landing gear were torn out of their attachment points and the aircraft eventually came to rest on its lower fuselage section.

The crew and passengers sustained no injuries and evacuated the aircraft safely through the emergency exits and rear main entry door.

The aircraft was substantially damaged: both left and right-hand main landing gear were damaged; the left-hand outboard aileron was forced out of the outboard hinge point, and the lower fuselage frame and attachment stringers subsequently collapsed and were damaged.

The aircraft was temporary repaired on site by replacing two main landing gear, tailwheel, two engines, two props, one aileron and some skin repair. It was flown back to South Africa on 17 April 2003.

- » [CAA S.A. Executive Summary Report CA18/2/3/7637](#)
- » P.Nieuwenhuizen
- » Scramble 287

★ This record has been added

Status:

Date: 10 MAY 1998

Type: [Airbus A340-312](#)

Operator: [TAP Air Portugal](#)

Registration: CS-TOA

C/n / msn: 041

First flight: 1994

Crew: Fatalities: 0 / Occupants: 14

Passengers: Fatalities: 0 / Occupants: 70

Total: Fatalities: 0 / Occupants: 84

Airplane: Minor

damage:

Airplane fate: Repaired

Location: Johannesburg International Airport (JNB) ([South Africa](#))

Phase: Taxi

Nature: International Scheduled Passenger

Departure: Unknown

airport:

Destination: Unknown

airport:

Flightnumber: TP254

Narrative:

A TAP Airbus A340 (CS-TOA) and de Havilland Canada DHC-8-300 (ZS-NLW) were involved in a ground collision at Johannesburg International Airport, South Africa. The A340 pilots missed the turn-off for Delta apron but were cleared to taxi along the Alpha taxiway, although the ground controller had doubts about the situation. The position of the stop bars on Foxtrot taxiway did not ensure adequate separation between the aircraft and the pilots of the A340 misjudged the separation between their wingtip and the tail of the stationary DHC-8 and collided with the DHC-8 at the intersection of taxiways F1 and A4.

» [CAA South Africa](#)

★ This record has been added

Status:

Date: 10 MAY 1998

Type: [de Havilland Canada DHC-8-315 Dash 8](#)

Operator: [South African Express Airways](#)

Registration: ZS-NLW

C/n / msn: 338

First flight: 1992

Crew: Fatalities: 0 / Occupants: 4

Passengers: Fatalities: 0 / Occupants: 40

Total: Fatalities: 0 / Occupants: 44

Airplane
damage: Substantial

Airplane fate: Repaired

Location: Johannesburg International Airport (JNB) (
[South Africa](#))

Phase: Taxi

Nature: Domestic Scheduled Passenger

Departure
airport: [Johannesburg International Airport \(JNB/FAJS\)](#)

Destination
airport: [Bloemfontein International Airport
\(BFN/FABL\)](#)

Flightnumber: SA1033

Narrative:

A TAP Airbus A340 (CS-TOA) and de Havilland Canada DHC-8-300 (ZS-NLW) were involved in a ground collision at Johannesburg International Airport, South Africa. The A340 pilots missed the turn-off for Delta apron but were cleared to taxi along the Alpha taxiway, although the ground controller had doubts about the situation. The position of the stop bars on Foxtrot taxiway did not ensure adequate separation between the aircraft and the pilots of the A340 misjudged the separation between their wingtip and the tail of the stationary DHC-8 and collided with the DHC-8 at the intersection of taxiways F1 and A4.

A340 14 crew and 70 PAX.

DHC-8 4 crew and 40 PAX.

» [CAA South Africa](#)

★ This record has been added

Status:

Date: 10 DEC 1985

Type: [Douglas C-47B-25-DK \(DC-3\)](#)

Operator: [South African Air Force - SAAF](#)

Registration: 6874

C/n / msn: 32825/16077

First flight: 1945

Crew: Fatalities: 0 / Occupants:

Passengers: Fatalities: 0 / Occupants:

Total: Fatalities: 0 / Occupants:

Airplane Substantial

damage:

Airplane fate: Repaired

Location: near Swartkop Air Force Base ([South Africa](#))

Phase: En route

Nature: Military

Departure [Swartkop Air Force Base \(FASK\)](#)

airport:

Destination [Swartkop Air Force Base \(FASK\)](#)

airport:

Flightnumber:

Narrative:

On 10 December 1985 a total of 12 SAAF Douglas C-47 transport planes from 44 Sqn were detailed to do a formation practise for the upcoming flypast celebrating the type's 50th Anniversary.

The 12 aircraft did a streamer take off and then formed into three sections of four aircraft. C-47A "6888" (msn 12107) was the lead aircraft and the number 3 to the lead section. The aircraft turned left after take off in order to position 100 meters behind the lead section. Whilst waiting for the other aircraft to move in, a sudden jolt was felt on the control column together with a high frequency vibration, the right wing then dropped and the aircraft went into a right bank. The no.1 engine of C-47 "6874" had made contact with the leading edge of "6888" and had seriously damaged the aileron. "687" had very minor damage with a few cowling panels being damaged. Both aircraft landed safely.

» Paul Dubois, e-mail 21 May 2017

★ This record has been added

Status:

Date: 10 DEC 1985

Type: [Douglas C-47A-1-DK \(DC-3\)](#)

Operator: [South African Air Force - SAAF](#)

Registration: 6888

C/n / msn: 12107

First flight: 1943

Crew: Fatalities: 0 / Occupants:

Passengers: Fatalities: 0 / Occupants:

Total: Fatalities: 0 / Occupants:

Airplane
damage: Substantial

Airplane fate: Repaired

Location: near Swartkop Air Force Base ([South Africa](#))

Phase: En route

Nature: Military

Departure
airport: [Swartkop Air Force Base \(FASK\)](#)

Destination
airport: [Swartkop Air Force Base \(FASK\)](#)

Flightnumber:
Narrative:

On 10 December 1985 a total of 12 SAAF Douglas C-47 transport planes from 44 Sqn were detailed to do a formation practise for the upcoming flypast celebrating the type's 50th Anniversary.

The 12 aircraft did a streamer take off and then formed into three sections of four aircraft. C-47A "6888" (msn 12107) was the lead aircraft and the number 3 to the lead section. The aircraft turned left after take off in order to position 100 meters behind the lead section. Whilst waiting for the other aircraft to move in, a sudden jolt was felt on the control column together with a high frequency vibration, the right wing then dropped and the aircraft went into a right bank. The no.1 engine of C-47 "6874" had made contact with the leading edge of "6888" and had seriously damaged the aileron. "687" had very minor damage with a few cowling panels being damaged. Both aircraft landed safely.

» Paul Dubois, e-mail 21 May 2017

★ This record has been updated ; updated fields are marked:

Status: Final
 Date: 06 AUG 1976
 Type: [GAF Nomad N.24](#)
 Operator: [Government Aircraft Factories - GAF](#)
 Registration: [VH-SUZ]
 C/n / msn: 10
 First flight: 1975
 Crew: Fatalities: 2 / Occupants: 3
 Passengers: Fatalities: 0 / Occupants: 0
 Total: Fatalities: 2 / Occupants: 3
 Airplane
 damage: Destroyed
 Airplane fate: Written off (damaged beyond repair)
 Location: Avalon Airport, VIC (AVV) ([Australia](#))
 Phase: Initial climb
 Nature: Test
 Departure
 airport: [Avalon Airport, VIC \(AVV/YMAV\)](#)
 Destination
 airport: [Avalon Airport, VIC \(AVV/YMAV\)](#)
 Flightnumber: 128

Narrative:

During the certification process, the GAF N24 Nomad encountered problems with longitudinal stability at the 20° flap setting. In the opinion of the Chief Test Pilot, the stick force gradient was unacceptable at the 20° flap setting. While the longitudinal stability problem may not have affected Australian certification of the N24, it was considered important to solve the problem for a developed version of the aircraft. Accordingly, the Government Aircraft Factories (GAF) made and flight tested a series of modifications to the tailplane. Before the accident flight the full-span trim tabs were fitted with 50 mm T strips. The purpose of the flight on which the accident occurred was to examine the effect of these tailplane modifications on the longitudinal stability of the aircraft in the 20 degree flap configuration required for the N24A model. It was intended that, after take-off, the aircraft would proceed to a designated flight test area where, at a safe altitude, the tests would be carried out. The aircraft was not to be flown at a speed in excess of 120 knots equivalent airspeed (EAS). At 10:51 hours the pilot of the aircraft, using his personal radio callsign GAF ONE, contacted Avalon Tower by radio and advised that he had received the current aerodrome terminal information and was taxiing. The aircraft then taxied to the east-west grass strip. At 10:58 hours Avalon Tower advised the aircraft of the local weather and that there were aircraft reports of extensive cloud and build-ups to the south-west moving in a north-easterly direction. The pilot acknowledged this information. At 11:00 hours the aircraft notified that it was ready for take-off and the controller advised that there would be a short delay, which was due to other traffic landing on the runway. At 11:00:23 hours the Nomad was cleared for take-off and an unrestricted climb. The aircraft took off into the west from the grass strip and, immediately it became airborne,

the pilot applied a series of 'push-pull' control inputs to the tailplane after which the aircraft commenced its initial climb. The aircraft climbed straight ahead in a normal manner and reached a height of about 950 feet when over or just past the runway. At this point three witnesses on the ground observed the trailing edge of the aircraft's tailplane fluttering and he saw a dark object fall from the aircraft to the ground. At about this time the aerodrome controller, located in the control tower some 1250 metres south-east of the aircraft, saw it adopt a steep nose-down attitude and asked whether operations were normal. The pilot replied 'negative negative', and the aerodrome controller then initiated emergency procedures and the crash alarm was sounded.

The aircraft then turned left onto a southerly heading while still descending, and may have maintained this heading briefly before continuing to turn left onto an easterly heading. Just prior to contact with the ground, the left wing and the nose dropped, and after impact the aircraft rotated through 120 degrees in the horizontal plane and skidded rearwards for a distance of some 70 metre before coming to rest.

For the flight on which the accident occurred the aircraft carried the trade-plate registration VH-SUZ.

Probable Cause:

CAUSE: "The cause of the accident was that the simplified design criterion which was used to justify freedom from flutter during the flight testing of various tailplane modifications was not valid for a design which included tab trailing edge T strips."

» [The Sydney Morning Herald - Aug 19, 1976](#)

★ This record has been updated ; updated fields are marked:

Status:

Date: 18 NOV 1975

Type: [Douglas C-47-DL \(DC-3\)](#)

Operator: [Aviateca](#)

Registration: TG-AGA

C/n / msn: 6142

First flight: 1942

Crew: Fatalities: 4 / Occupants: 4

Passengers: Fatalities: 11 / Occupants: 18

Total: Fatalities: 15 / Occupants: 22

Airplane Written off

damage:

Airplane fate: Written off (damaged beyond repair)

Location: 2 km from El Caoba ([Guatemala](#))

Phase: En route

Nature: Domestic Scheduled Passenger

Departure [Flores-Santa Elena Airport \(FRS/MGFL\)](#)

airport:

Destination [Uaxactun Airport \(UAX\)](#)

airport:

Flightnumber:

Narrative:

The DC-3 crashed while en route between Flores and Uaxactun in Guatemala. Weather at the time of the accident was poor with limited visibility.

» Flight International 27.11.1975 (p778)

» La Nación 19 November 1975, p1+17A

★ This record has been updated ; updated fields are marked:

Status:

Date: 09 AUG 1975
 Type: [Consolidated PB4Y-2 Privateer](#)
 Operator: [Hawkins & Powers Aviation](#)
 Registration: N6813D
 C/n / msn:
 First flight:
 Crew: Fatalities: 0 / Occupants: 2
 Passengers: Fatalities: 0 / Occupants: 0
 Total: Fatalities: 0 / Occupants: 2
 Airplane Written off
 damage:
 Airplane fate: Written off (damaged beyond repair)
 Location: Port Hardy Airport, BC (YZT) ([Canada](#))
 Phase: Landing
 Nature: Ferry/positioning
 Departure [Anchorage International Airport, AK](#)
 airport: [\(ANC/PANC\)](#)
 Destination [Ketchikan International Airport, AK](#)
 airport: [\(KTN/PAKT\)](#)
 Flightnumber:

Narrative:

During 1975, the aircraft was under contract to the US Department of the Interior and based at Anchorage, Alaska. On August 8, 1975, the aircraft was being flown back to it's home base at Greybull Airport, Wyoming. The first fuel stop was Ketchikan in Alaska, but the aircraft was not able to land there due to bad weather. Shortly after midnight on August 9, after seven hours of flight, the aircraft ran out of fuel, and the engines began to flame out. The crew attempted to reach Port Hardy Airport, British Columbia, Canada. During final approach with only one engine still running, the pilot considered he was too high to land and attempted to go-around. The aircraft struck the ground during the turn, crashed through the airport perimeter fence, crossed the rock and driftwood strewn beach, and came to rest in the ocean, approximately 100 yards offshore.

» [Warbirds International July/August 1993](#)

★ This record has been added

Status:

Date: 20 SEP 1974

Type: [Douglas C-47 \(DC-3\)](#)

Operator: [Fuerza Aérea Nicaragua](#)

Registration:

C/n / msn:

First flight:

Crew: Fatalities: / Occupants:

Passengers: Fatalities: / Occupants:

Total: Fatalities: 7 / Occupants: 7

Airplane Written off

damage:

Airplane fate: Written off (damaged beyond repair)

Location: Lago Xolotlán ([Nicaragua](#))

Phase: En route

Nature: Military

Departure [Managua Airport \(MGA/MNMG\)](#)

airport:

Destination Unknown

airport:

Flightnumber:

Narrative:

The C-47 transport plane crashed in a lake shortly after take-off. It carried 5000 pounds relief supplies for victims of Hurricane "Fifi" in the western part of Nicaragua.

» La Nación 7 October 1974, p25A

★ This record has been updated ; updated fields are marked:

Status:

Date: 22 FEB 1974

Type: [Curtiss C-46A-45-CU Commando](#)

Operator: [SAVCO - Servicios Aéreos Virgen de Copacabana](#)

Registration: CP-1052

C/n / msn: 30195

First flight: 1944

Crew: Fatalities: 3 / Occupants: 3

Passengers: Fatalities: 4 / Occupants: 4

Total: Fatalities: 7 / Occupants: 7

Airplane Written off

damage:

Airplane fate: Written off (damaged beyond repair)

Location: 8 km SW of San Francisco de Moxos ([Bolivia](#))

Phase: En route

Nature: Domestic Non Scheduled Passenger

Departure [Trinidad Airport \(TDD/SLTR\)](#)

airport:

Destination [Oruro Airport \(ORU/SLOR\)](#)

airport:

Flightnumber:

Narrative:

An electrical storm with severe turbulence probably caused the failure of ropes securing the cargo. The center of gravity (CG) shifted causing a loss of control. The wreckage was found two days later.

» [La Nación 25 February 1974, p24A](#)

